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THIS IS UNEVALUATED INFORMATION

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1. The coordination of petroleum shipments in the USSR, when two or more transport media were involved, was quite effective. It was particularly so during World War II. The oil port (neftegaven), a section of the over-all port, came under the harbor department. It had oil and gasoline storage tanks. Personnel of the oil port, along with officials of Sovtanker (the tanker company on the Black Sea) and of the pertinent railroad, coordinated matters so that a tanker would come in to a "neftegaven" only when not all the storage tanks (baki) were full and so that the needed railroad tank cars (cisterni) would be there when needed. Oil from the tanker was always first transferred to the storage tanks and then to the railroad tank cars.
2. In regard to petroleum transloading operations between ship and barge, a tug towed barges alongside the tanker, which pumped oil through hoses to the barges. This method was utilized fairly extensively on the Caspian Sea. In Kherson, a tanker could at the same time pump out oil into storage tanks and to barges, for river transport. 50X1
3. In connection with the question of petroleum transloading operations between ship and pipelines, [ ] refer to the pipelines of an oil port, for [ ] a "neftegaven" to be the terminal of a pipeline. In such an operation, the tanker ties up, is given a 12-foot hose, turns on its pumps. 50X1 which sends its oil into small pipes and then into the pipelines which lead into the storage tanks. If the reverse operation is to be done, the pipeline from the storage tank is opened and the oil flows into the tanker. At some locations, as Kherson and Odessa, a cracking plant was located near the storage tanks of the "neftegaven." [ ] probably was 50X1 also the case at Tsupae and Batum, and perhaps at other ports as well. The above transloading operations are typical for the ports of [ ] 50X1 [ ] on the Black, Azov, and Caspian Seas. A tanker with

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12 thousand ton capacity takes on its capacity in oil or gasoline in 12 hours. It pumps out the same amount in 36 hours, as it must pump the petroleum uphill to the storage tanks.

- 4. Petroleum is not carried in drums by sea.
- 5. In the Black Sea there are several important "neftegaven" (oil ports):

(a) those providing oil to tankers only -

Batum (could load three tankers at once; 3000 tons per hour)  
Tuapse  
Novorossiisk (each of these three locations was a pipeline terminal and had storage tanks of varying capacity):

(b) those main ports taking oil from tankers for further transportation -

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Odesa (oil sent from here to the western USSR by railroad; could unload three tankers at once)  
Kherson (oil sent from here by the Dnipro River; could unload only one tanker at a time).

- 6. Storage tanks at the above "neftegaven" contained such petroleum products as crude oil (neft), gasoline (benzine), diesel oil (mazout), kerosene (for use in tractors, etc), and lubricating oils.

- 7. A Construction Administration for Oil Ports (Straitelstvo Neftegaveni) was located in Kherson. As of mid-1941, additional storage tanks, as well as a cracking plant, were being built. The storage tanks were fired by the Soviets as they retreated before the Germans, but [redacted] that these tanks must have been rebuilt after World War II. In addition to the main petroleum storage installations listed above, there were many small ports in the Black, Azov, and Caspian Seas which had small "neftegaven." These installations received oil products from small tankers for local use.

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- 8. [redacted] consumption rates of fuels and lubricants by Soviet merchant marine ships. Coal or oil was used as fuel. Newer ships used Diesel oil and all tankers were Diesel powered. It is also difficult to give the number of days per year spent at sea by vessels in Caspian and Black Sea fleets, as this depends on the time needed to load various types of cargo. However, as indicated above, a tanker of 12 thousand tons capacity needed 12 hours to load and 36 hours to unload. The rest of the time it was at sea. [redacted] that tankers spent about two-thirds of the time at sea.

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